

## GOING TO MOUNTAINS.

### Mr. McIntosh Announces His Retirement to Return with an Ice Wagon.

By I. W. McIntosh.

POUGHKEEPSIE, N. Y., June 25.—Berries? Yes, but not now. I'll not pick them now. Last week I was away up in the mountains. Tomorrow I shall return to stay. Up there, away off from human gaze, I saw a large blackberry bush upon which blossomed many blossoms. Some time, along in the quiet summer days, they will have been progressed into berries. I shall wait until they are ready to drop from their exhaustion. Then I'll borrow the largest clothes basket I can find and place it beneath them. When three of them have fallen in said basket, with proudly triumphant tread I'll show them to the natives and say: "I picked them."

But winners of boat races—never again shall the effort be made. What I do not know about picking the winners of boat races would fill a volume, compared with which the volume of dampness which passes over Niagara is as naught.

To-day there was a boat race. A boat race for fair. Cornell virtually won all the way. Those who knew she would tell her they knew it in many papers. Not one, who is supposed to know, picked the winner. Fortunately I wasn't supposed to know.

Last night a yacht, containing a number of young Pittsburgh bloods came up here. Members of the clans Hostetter, Carnegie, Singer and others. They asked me how it was coming out. I replied boldly: "Harvard-Yale-Cornell." To a man, they rushed off and played it the other way exactly. At this moment they are streaming toward New York with many added dollars.

How it happened I shall leave it to the experts to tell. Just as the Cornell freshmen disappeared as last Wednesday, so did Harvard to-day.

They could not have stood much more work. They were down five weeks ago. Last year at Henley I felt the same interest in Yale that I did in my own college. Here, because of association, I felt the same interest in Yale that I did in my own college. Here, because of association, I felt the same interest in Yale that I did in my own college.

Meanwhile Yale sat still, blown but not knocked out. Cornell, sorely stopping, rowed lightly on an out of sight, champagne. It was a proud and joyful hour for her. And in this hour of her rejoicing I will make no remarks that would seem to cast a shadow upon it. It was a great race, splendidly won.

## EXPERTS ALL AT SEA.

None of Them Picked Cornell and They Are Very Much Surprised.

By A. H. O. Mitchell.

POUGHKEEPSIE, N. Y., June 25.—Boardsmen, the Harvard stroke, was unconscious for half an hour after the race.

## DR. PERCY BOLT'S VIEWS OF THE RACE.

To the Editor of the Journal:

The race was of especial interest to students of rowing, not only because it offered at least some evidence in favor of the view that the English stroke is an exhausting one and not perfectly suited to oarsmen of the age of those composing our university crews; but also one may at least question the advisability of Yale's policy in abandoning the method of rowing the stroke, which has yielded her so many victories in past years, and which was so perfectly rowed by Cornell on this occasion.

PERCY R. BOLT.

The race, it is said, was a very close one. The Harvard crew, who were badly off when the contest ended and the other members of the crew were more or less in a state of collapse as the Harvard boat, driven over the finish line. The Harvard crew, who were badly off when the contest ended and the other members of the crew were more or less in a state of collapse as the Harvard boat, driven over the finish line.

There were other interesting features of the race, or rather of the wreck at Poughkeepsie, but I have not space to mention them. The Harvard crew, who were badly off when the contest ended and the other members of the crew were more or less in a state of collapse as the Harvard boat, driven over the finish line.

Rowing Experts at Sea.

The University of Pennsylvania delegation thoughtfully sent three men up to Harvard quarters in their launch, Ben Franklin, with offers of assistance, but fortunately no assistance was required.

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There is no doubt that the English style of rowing puzzled our best rowing experts. Poughkeepsie will get no more boat races from Harvard and Yale. It is safe to say that. The experiences of rough water during the past two weeks have disgusted the crew men and the crew mismanagement of the observation train has sickened the alumni. New London will get the plans of Harvard and Yale for the next four years. What will become of Cornell? She will row Pennsylvania and Columbia, maybe, but it is doubtful if she meets Harvard or Yale on the water. Well, she can rest on her laurels.

Bitter Pill for Harvard and Yale.

For 30 years Cornell has been considered the most formidable rowing college in the minds of many. For the first time since the seventies she has had a chance to meet Yale, and she has conquered. Charles E. Courtney, the clever coach, is entitled to great credit, as are also the crews of the university. It is a bitter pill for Yale and Harvard to swallow. It is not Cornell; it's Courtney. Courtney is a professional and the coaches of Yale and Harvard are amateurs. There's the story in a nutshell.

Mr. Melkham said he was glad that an American stroke taught by an American had won over two crews using either the English stroke or a modification of it. He thought we were doing very nicely, ready to adopt English ideas. He said undoubtedly on the other side of the water English rowing was all right, but he felt sure we had proven that we had something better over here.

### Rudolph C. Lehmann's Statement.

POUGHKEEPSIE, N. Y., June 25.—Rudolph C. Lehmann, coach of the Harvard crew, to-night dictated the following statement:

"The Harvard crew got a splendid start; they rowed a mile and a half finely, then they began to go off; they lost their time and their power. Later on, about two miles and a half from the start, they seemed to make another rally, and for a while the boat went along fast. But after that they went off again and were done. They are a splendid lot of boys, and I thought they had the endurance for the distance, but apparently they did not. They have rowed much better, and much faster in practice than they did to-day."

"As to whether I shall return another year and continue coaching at Harvard, is a matter I have not considered seriously as yet. I cannot say now."

### Coach Cook Does Not Complain.

POUGHKEEPSIE, N. Y., June 25.—Robert J. Cook, coach of the Yale crew, said after the race:

"It was a magnificent contest and all three crews rowed splendidly. I say all honor to the victors. We have nothing to complain of and no excuses to make. I do wish though that we had three or four more days of practice before the race."

"With the exception of our experience at Henley this is the first real race which Yale has rowed in ten years. She has been considered fast before because she won easily, but this was a contest in which she may be proud to have come in second. I never saw a finer contest on this side of the water than the race this afternoon."

"I hope we can have another trial at Cornell, although we have not made any agreements about further races. But when we do meet again I hope that we will have a course where the water is smoother and there is more chance for practice."

### VALUE OF "SYSTEMS."

#### Critical Analysis of the Strokes and the Lesson Taught by the Race.

By Dr. Walter B. Peet.

POUGHKEEPSIE, N. Y., June 25.—Cornell won from Yale and Harvard in a most magnificent way. Harvard was beaten off without trouble and was never dangerous, but Yale made some beautiful gains in the third mile and from the third mile to the three miles and a half; but Cornell had a considerable amount of reserve for the last half and when she put the stroke up on the finish she fairly flew.

The race, as well as the practice work, of the last few days has been of the utmost importance from the standpoint of a student of rowing. I doubt whether any of us regretta in the world could as much have been learned.

The race was fairly rowed, with no advantage whatever to any one crew, and the outcome proved the respective values of the systems without doubt.

Too many rowing men neglected Cornell in their estimates and their observations. The race was won by the crew which was by far the smallest. That crew won by superior form and indubitably better rigging. The race was won by the crew which was by far the smallest. That crew won by superior form and indubitably better rigging.

Courtney's Stroke.

Courtney's judgment in selecting his Henley crew was sound. Many experts thought him too small. His rhythm is perfect, to say nothing of his smoothness and form, while his pluck and will power, which were not needed this year but which he showed last year to a degree, are wonderful. And withal he is modest and unassuming. In all of these points, Langford, Yale's stroke man, is also well equipped. Harvard's stroke man is fully as perfect, but he was not needed this year but which he showed last year to a degree, are wonderful. And withal he is modest and unassuming.

Yale's English Rigging.

Unfortunately for Yale she abandoned her home rigging for the English set rule. Both systems have been fully described in the Journal. If all men were made alike as to the relative length of their bones and as to the flexibility of joints, the set rule would be right; but we poor mortals have idiosyncrasies of body as well as mind, and the rowing man has both.

Courtney, as the Journal has said, did not fall a whit below his rigging of former years. His men were absolutely comfortable. Yale's men were more comfortable than Harvard's. It is plain to be seen that a man who is at all uncomfortable or cramped in the boat, cannot exert his power to the degree of the man who is at his ease. Another point gained is the down hill slide on the recovery which Cornell used. Her men were resting on the recovery, while gliding down hill with no exertion; but the two other crews were using much muscular effort in getting back toward the stern. As has been explained, sliding up hill during the pull through does not detract from the power as a man naturally raises himself when pushing on the stretchers. The slide down hill also allows of much greater control of the glides, so that the impact of the eight heavy men on the stretchers at the end of the recovery is avoided and the boat is not stopped between strokes.

It would take too long to tell of the many points of superiority of our rigging, but there was one point which a novice could see every practice day. That is, if he were on the Journal's Norwood, it was that Cornell's stretchers were placed by the American system of measurement so that the oars were parallel at all times, while those of Yale and Harvard were not, two and six of Harvard's boat being especially bad; and Yale's boat had three oars which were off. If oars go in at different angles to the side of the boat or come out at different angles the boat is unsteady, but what is perhaps more important, the power cannot be applied in a uniform and effective way unless they are not only the same angle, but have the stroke divided properly, i. e., so that when the blades are at or near the perpendicular to the side of the boat the bodies and legs are in the position for the hardest pull.

Cornell's Superior Points.

But it was by no means entirely due to rigging. The Journal said to-day: "But form counts for a great deal more than the average man thinks," and it did to-day. Both the other crews were heavier

and stronger. Cornell was away and ahead of the other two crews in five points.

First—Uniformity of body swing. The long swing of all the men was in unison, while there was no such unity in the other two boats, that is, at number two and in the waist.

Second—The smooth, continuous movement, with no jerks.

Third—Freedom from cramped positions. The instantaneous photographs in to-day's Journal showed Harvard's cramped positions admirably. The end of the stroke and the beginning of the recovery was especially punishing to the crimson men. Yale's bad position was on the full reach, the shoulders being too far forward, cramping the heart and lung room. In this respect Yale was far below Yale form, as was also Harvard.

Fourth—The heavy between strokes. Cornell's boat ran along with no pause. I think I have never seen a better crew in this respect. Harvard's boat stopped between strokes as badly as did her freshmen shell on Wednesday. Yale was much better in this part of the stroke than Harvard.

Fifth—Cornell's blade work was well high perfect, and Yale was little behind. Harvard repeated her light hold of the water that she used in the freshmen race, the disadvantages of which were explained in the technical report of that event.

How They Finished.

From this point to the finish the crews spread out so that at the end of the course, figuring on the basis of three seconds to a boat length, which is the rule, Cornell had about a half mile lead over Yale and Harvard. Cornell was three and one-half lengths ahead of Yale, whose crew was five and one-half lengths ahead of Harvard.

Cornell would have been still further ahead had her coxswain not gone off his course.

Therefore Melkham, cautioned him four or five times between the mile and the

mile and a half, and the error cost the Harvard crew nearly a length. Yale did not want a trifle off, going too much to the westward under the bridge and she went to the westward of her finishing boat, but this did not matter as she did not try to get back into her proper course by making a curve.

The race proved the Poughkeepsie course to be good to my mind the best in this country, and thanks to Mr. Guy Richardson's arrangements of two years ago, which we hope will continue for all time, the Government boats kept all craft quiet for such a length of time previous to the race that there were no swells to bother the crews.

The difference in the rapidity of the current on two sides of the course at New London makes the Thames a most unfavorable sheet of water for a race between even two crews, while a row between three crews would be an impossibility there. Here, however, a dozen crews could start, and from experiments which were made with boats two years ago, I know it to be an absolutely even course at the middle of the tide either way.

Mr. Lehmann Should Come Again.

The result of to-day's race, from the standpoint of true lovers of rowing, is most fortunate. Had Cornell been beaten, Harvard and Yale could have gone off and rowed races by themselves year after year. This would bring the contest down to a comparatively tame affair, judging from past years, while with more than two crews there is much more pleasure in the sport and infinitely more to be learned. This has certainly been the case this year. Mr. Lehmann has done American rowing the greatest good, even in this short time. Every rowing man is happier, and the rivals are more friendly in their rivalry than I have ever known.

Let the spirit which he has started continue. He kept it up to the very end when he said that he was perfectly satisfied with his men and the way they rowed, when, as a matter of fact, we all know that it is the hardest feat in the world to take a crew used to a stroke which was faulty in the extreme and whip them into smooth and effective form in a single season.

And, besides, the rule of tackling the cock in his own barn yard is as good to-day as when Cornell and Yale met at Henley. May it not be that the Englishmen, brought up from childhood to the rule, are more impressed on the abdominal muscles by the punishing position at the finish of the stroke better than we are? It is the hardest feat in the world to take a crew used to a stroke which was faulty in the extreme and whip them into smooth and effective form in a single season.

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## MODEST IN VICTORY.

### Cornell Heroes Bear Themselves Well Despite the Press of Adulation.

POUGHKEEPSIE, N. Y., June 25.—Notwithstanding the average loss of five pounds to the man, from the moment the Cornell crew stepped into their shell until they stepped out at the boathouse, they managed to lift their swift boat from the stream and carry it to the house, just as though they had merely been out in a practice spin. The little boathouse was crowded with Cornell enthusiasts, who had clustered to witness the strong hands of the boys from Ithaca and another team with congratulations.

The reception there was necessarily brief, notwithstanding the enthusiasm, and in a very short time the men slipped from their rowing suits and walked up to the mansion, where they took shower baths and vigorous rub-downs.

The street in front of the house was lined with carriages, all containing the pretty girls of Poughkeepsie, waving the college colors and cheering heartily for the victors. Each of the heroes donned a pair of newly creased and immaculate duck trousers, a negligee shirt, light coat and straw hat and came out on the veranda to acknowledge the ovation that was being tendered.

"Boys," said the oldest resident, who had come over from Highland to shake a few hands, "these English fellows never did cut so big a figure as they do to-day. It is the time made to-day placed upon it. So many boys appeared on the streets selling placards on which were printed the names of the victors, such inscriptions as the following: 'Where was Yale?' 'Cornell five lengths.' 'Time, 2:05.4.' 'The boat did it.' 'How about the loving critics?'"

The Ithaca Band was pressed into service by the students late in the afternoon and several hundred people, most of them Ithacans, who are intensely loyal to Cornell, paraded the streets. The students dressed in red and white, and carried parasols in the same popular colors.

The spectators on the shore were treated to Indian dances, war whoops, Cornell yells and "any old thing" which seized the fancy of the enthusiasts.

Some of the comparatively small number of students remaining in town visited the campus, but President Schurman and most of the faculty of the University, professors of German and English respectively, it was said, were not present.

Congratulations. We are proud of our crews and the University. City lining with flags.

W. T. HENLEY.

Another from the firm that built the shell appeared to be received with warmth. It was congratulatory and patriotic. The one which appeared to be received with warmth. It was congratulatory and patriotic.

Accept hearty congratulations for yourself and crew and everything American.

E. W. KATZ.

It was addressed to Coach Courtney, who was numbered among the many who telegrams received.

The Cornell men displayed their quality by sticking right at home. Not one of

## What Ellis Ward Says.

POUGHKEEPSIE, N. Y., June 25.—My opinion of the outcome of the race was definitely formed before the race was rowed, and the result has confirmed it. To my mind the victory of Cornell is a triumph of Yankee muscle and pure Yankee notions over imported ideas. The English methods of training for rowing work very well in England, where all of the oarsmen are taught the smallest details of watermanship from the day they are able to hold an oar. Such lifelong training gives an English crew a tremendous advantage, which is not overcome by their laxity in methods of physical training. Here we come to the real point illustrated in to-day's race. The best English coach is able to do almost nothing with the best of American college material, and his men wilt away at the finish and actually drift across the line. Where are their slow and clammings now? That sort of stuff is all right for people aboard yachts, but is so much poison for young oarsmen, who need every inch of vitality they possess. I think either the Harvard or Pennsylvania crew of last year could have beaten Yale as she rowed to-day.

ELLIS WARD.

Coach University of Pennsylvania Crews.

They went up to mingle with the almost frenzied crowd that insisted in parading the streets and giving the Cornell yell times a minute. They were simply uncontrollable under the influence of their joy, but the boys who had played the content to sit on the shore with their friends and take comfort out of the echoes. There was no popping corks, no clinking of glasses, nor were there any loud and unseemly noises. Every man of them made himself comfortable and departed himself modestly and with superb reserve for winners of the greatest college race ever scullied in this country.

All hands retired early to get the rest of the night, and the morning was a quiet one in order to stand the gigantic reception that is being arranged for them when they return to Cornell University, whose five they will float from the staff on the training quarters, where they hung it over the scene of their last great conquest.

## JOY AT NEW HAVEN.

### Many Glad Yale Lost, Because of the Change It Will Make in Sport.

NEW HAVEN, Conn., June 25.—Hundreds of people can be found in New Haven to-night who are rejoicing over Yale's defeat at Poughkeepsie. The annual procession at New London has so long possessed that expected sameness that people had tired of it, and when the triangular race was arranged on the Hudson it opened a new field for speculation and set people to guessing.

Year after year, under the regrettable branch with Harvard, Yale has come home from New London flushed with victory, and the town has been painted a gorgeous carmine, until people have wearied of the noise and bluster.

Now the race at Poughkeepsie has positively settled and that is that Yale must row Cornell another year. She cannot get rid of so doing with credit, say all lovers of sport here, who are unblinded by college prejudices.

The Pennsylvania Railroad Company announces that the Mountain House at Cresson will open on Saturday, June 26, 1897, and that day all trains will stop at Cresson.—Advt.

## CREW WAS FASTEST.

That's Why, Says Captain Spillman, of Cornell, That His Men Won the Great Race.

POUGHKEEPSIE, N. Y., June 25.—Captain E. O. Spillman, of the Cornell crew, said to-night:

"We won because every man in the shell kept his head from the pistol shot to the finish; because we rowed the stroke that has come to be a part of us; because we had more strength in proportion to our weight than either of the other crews, or knew best how to utilize that which we had; and last, but most important, because we had experienced the unforgetable training of Charles Courtney."

The conduct of the other crews in the race deserves the highest commendation, and the high regard that each member of our crew feels for them. They were mainly and gentlemanly in the race, and before it, as our endeavor has been to be to them. We won because we had a crew that in the last few days, but still you could not have got any odds."

When asked what the sentiment seems to be in regard to the last four days of the race, the reply was: "We have all the greatest confidence in him and believe he will stick to us until we get a crew that will win."



THE WELCOME OF COACH COURTNEY AFTER THE RACE.